

Capsule Summary

Survey No.: BA-2141

Name/Address: Riderwood Station, 1606 W. Joppa Road
Construction Date: 1903-1904
Town/Vicinity: north of Ruxton
County: Baltimore County
Access: Private

Summary Description:

Riderwood Station is located on the west side of the railroad tracks north of Joppa Road. It was originally designed to serve as both a passenger station and to house the station master and family. The north end was historically the dwelling, and the southern end contained the station. The east elevation is oriented to the tracks and is located only 15 feet from the current rail alignment. A brick platform is obscured by vegetation but remains intact. Trackside features include an overhang with show rafters, brackets, three hip-roofed dormers and an inset tower with hip roof. Two dormers, a tower, and an inset hip roof are found on the west elevation. Hip dormers are also located on the north and south elevations. The masonry building is multi-textured, with a rubblestone foundation and base capped with corbelled brick and slate-shingled walls. Flared (and corbelled) transitions are made between stone and brick and brick and slate surfaces. A slate roof was original, though the roof is now clad in asphalt shingles. Copper gutters and galvanized iron caps on the peaks of each hip are mostly intact original features. A large corbelled brick chimney with a bluestone cap is located in the two-and-one-half-story dwelling (north) end of the mixed-use building and set behind the tower. The station side is one-and-one-half stories.

Statement of Significance:

Riderwood Station is one of only two passenger stations of the former Northern Central Railway known to have survived the twentieth century. The NCR was noted for its distinctive architecture, and each station was carefully designed and well maintained during the railroad's heyday. Frank Furness (1839-1912), noted Philadelphia architect, is credited with the design for the Riderwood Station, which bears Furness's hallmark Victorian complexity, texture, and attention to detail. Little alteration has taken place since the NCR sold the station to the current owners 37 years ago. The Riderwood Station is recommended as eligible for listing in the National Register under criterion C, as a well-preserved example of the work of architect Frank Furness, and as a component of the former Northern Central Railway, the route and service of which significantly influenced the settlement and development of Baltimore County in the nineteenth and twentieth centuries.

Maryland Historical Trust

State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA-2141

Magi No.

DOE ☒ yes ☐ no

1. Name (indicate preferred name)

historic Sherwood Station

and/or common Riderwood Station (preferred)

2. Location

street & number 1606 Joppa Road

☐ not for publication

city, town Riderwood (Baltimore)

☐ vicinity of congressional district

state Maryland

county Baltimore

3. Classification

Category

- ☐ district
☒ building(s)
☐ structure
☐ site
☐ object

Ownership

- ☐ public
☒ private
☐ both

Public Acquisition

- ☐ in process
☐ being considered
☒ not applicable

Status

- ☒ occupied
☐ unoccupied
☐ work in progress

Accessible

- ☒ yes: restricted
☐ yes: unrestricted
☐ no

Present Use

- ☐ agriculture
☐ commercial
☐ educational
☐ entertainment
☐ government
☐ industrial
☐ military

- ☐ museum
☐ park
☒ private residence
☐ religious
☐ scientific
☐ transportation
☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Edward and Margaret McGarity

street & number 1606 W. Joppa Road

telephone no.:

city, town Baltimore

State and zip code MD 21204-1952

5. Location of Legal Description

courthouse, registry of deeds, etc. Maryland Department of Real Estate and Taxation

liber 3956

street & number accessed online at <[http:// www.DAT.state.md.us](http://www.DAT.state.md.us)>

folio 568

city, town

state

6. Representation in Existing Historical Surveys

title Cultural Resources Investigations for Proposed Construction of Double Track, North Half, Central Light Rail, Baltimore & Baltimore Co., MD

date 1999

depository for survey records Maryland Historical Trust

☐ federal ☒ state ☐ county ☐ local

city, town Crownsville

state MD

7. Description

Survey No. BA-2141

Condition

- ☐ excellent
☒ good
☐ fair

- ☐ deteriorated
☐ ruins
☐ unexposed

Check one

- ☐ unaltered
☒ altered

Check one

- ☒ original site
☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Summary

Riderwood Station is a one-and-one-half to two-and-one-half-story masonry passenger station and dwelling designed in 1903 for the Northern Central Railway by Philadelphia architect Frank Furness. Since 1962, the station has been used solely as a private residence. The station is architecturally significant as an example of the work of Frank Furness, and as a rare surviving station built for the Northern Central Railway.

General Description

Riderwood Station is a one-and-one-half to two-and-one-half-story masonry passenger station and dwelling. The building is located on the west side of the railroad tracks north of Joppa Road. It was originally designed to serve as both a passenger station and to house the station master and family. The north end was historically the dwelling, and the southern end contained the station. The east elevation is oriented to the tracks and is located only 15 feet from the current rail alignment. A brick platform is obscured by vegetation but remains intact. Trackside features include an overhang with show rafters, brackets, three hip-roofed dormers and an inset tower with hip roof. Two dormers, a tower, and an inset hip roof are found on the west elevation. Hip dormers are also located on the north and south elevations. The building is multi-textured, with a rubblestone foundation and base capped with corbelled brick and slate walls. Flared (and corbelled) transitions are made between stone and brick and brick and slate surfaces. A slate roof was original, though the roof is now clad in asphalt shingles. Copper gutters and galvanized iron caps on the peaks of each hip are mostly intact original features. A large corbelled brick chimney with a bluestone cap is located in the two-and-one-half-story dwelling (north) end of the mixed-use building and set behind the tower. The station side is one-and-one-half stories. Other architectural details include paneled wood half-glass doors, and 4/4 wood sash windows. The building is set into the landscape, and a low rubblestone retaining wall rims the yard on the north end of the building.

8. Significance

Survey No. BA-2141

Period	Areas of Significance-	Check and justify below	
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1999	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	

Specific dates: 1903-1904

Builder/Architect: Frank Furness, architect

check: Applicable Criteria: ☐A ☐B ☒C ☐D
and/or
Applicable Exception: ☐A ☐B ☐C ☐D ☐E ☐F ☐G
Level of Significance: ☐national ☒state ☐local

Statement of Significance

Riderwood Station is one of only two passenger stations of the former Northern Central Railway known to have survived the twentieth century. The NCR was noted for its distinctive architecture, and each station was carefully designed and well maintained during the railroad's heyday. Frank Furness (1839-1912), noted Philadelphia architect, is credited with the design for the Riderwood Station, which bears Furness's hallmark Victorian complexity, texture, and attention to detail. Little alteration has taken place since the NCR sold the station to the current owners 37 years ago. The Riderwood Station is recommended as eligible for listing in the National Register under criterion C, as a well-preserved example of the work of architect Frank Furness, and as a component of the former Northern Central Railway, the route and service of which significantly influenced the settlement and development of Baltimore County in the nineteenth and twentieth centuries.

History

During the second half of the nineteenth century, the Northern Central Railway fostered the growth of suburban communities in Baltimore and Baltimore County. The railroad bisected the county as it ran north from central Baltimore to the vicinity of York Haven, Pennsylvania. The railroad offered passenger service on its route from Baltimore to Parkton, Maryland (61 miles), and it was this commuter and suburban service that spurred settlement of residential communities along the railroad in north Baltimore and the county. Riderwood, known as Rider's Switch and Sherwood before the name was settled on, was a small agricultural area prior to the railroad's influence. By 1852, a station was located at Rider's Switch, though it was probably little more than a platform. The 1877 Hopkins atlas shows the area served by Rider's Station and a post office. The first Sherwood station, shown on the 1898 Bromley atlas, was located south of Joppa Road on the east side of the tracks.

In 1903, the NCR, under ownership of the Pennsylvania Railroad since 1861, commissioned Philadelphia architect Frank Furness (1839-1912) to design a new station at Sherwood. Furness's plan resulted in the construction of one of the most architecturally distinctive stations of the NCR line, and one of only two along the line in Maryland to have survived the twentieth century (Lutherville is the second). The station, renamed Riderwood, was a grand architectural statement, as were most of the larger NCR stations, such as Ruxton (1892), Mount Washington (1877), and Lutherville (1876). The Parkton Station, since demolished, was reportedly built from the same plans as Riderwood. Furness was known as the designer of Baltimore & Ohio Railroad structures, but the Riderwood and Parkton stations are the only Furness buildings known to have been built for the NCR. The NCR line assumed the Pennsylvania Railroad name in 1916. It continued to operate suburban service until 1959, when the automobile eclipsed the train as the commuters preferred means of transportation. In 1962, the NCR sold the station to private owners for use as a residence.

8. Significance (Continuation)

Survey No. BA-2141

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒

Eligibility not recommended ☐

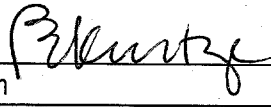
Criteria: ☒ A ☐ B ☒ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:


Reviewer, Office of Preservation Services


Date


Reviewer, NR Program


Date



9. Major Bibliographical References

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- Bromley, G.W. & Company. 1898. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- _____. 1915. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Chiffelle, Thomas P. 1852. *Map of the City of Baltimore and Part of Baltimore County*. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Furness, Frank. 1903. *Passenger Station & Dwelling at Sherwood, N.C. Railway, Balto. Div., Pennsylvania R.R.* Elevation drawings dated September 8, 1903. In the private collection of Robert L. Williams.
- Gunnarsson, Robert L. 1991. *The Story of the Northern Central Railway*. Greenberg Publishing Company, Sykesville, Maryland.
- Hopkins, G.M. 1877. *Atlas of Baltimore County, Maryland*. Philadelphia. Copy on File, Baltimore County Historical Society, Cockeysville, MD.
- Pennsylvania Railroad. 1916. *Present Alignment and General Situation between Melvale and Padonia, Baltimore Division, P.R.R.* Office of the Assistant Engineer, Engineering Department, P.R.R., Baltimore, MD. In the private collection of Robert L. Williams.
- Williams, Robert L. n.d. Personal notes and compiled information on the history of the NCR. Original documents, maps, drawings.

10. Geographical Data

Acreage of nominated property: 1.5 acres

Quadrangle name Cockeysville 7.5'

Quadrangle scale 1:24,000

UTM Reference do NOT complete UTM references

zone easting northing

Verbal boundary description and justification

Boundaries correspond to the legal parcel associated with the building. Map 69, Grid 4, Parcel 432.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Kerri Culhane/Project Architectural Historian

organization John Milner Associates, Inc.

date 10/1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703/354-9737

city or town Alexandria

state Virginia

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930-Present
☐ Unknown Period (☐prehistoric; ☐historic)

III. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture, and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

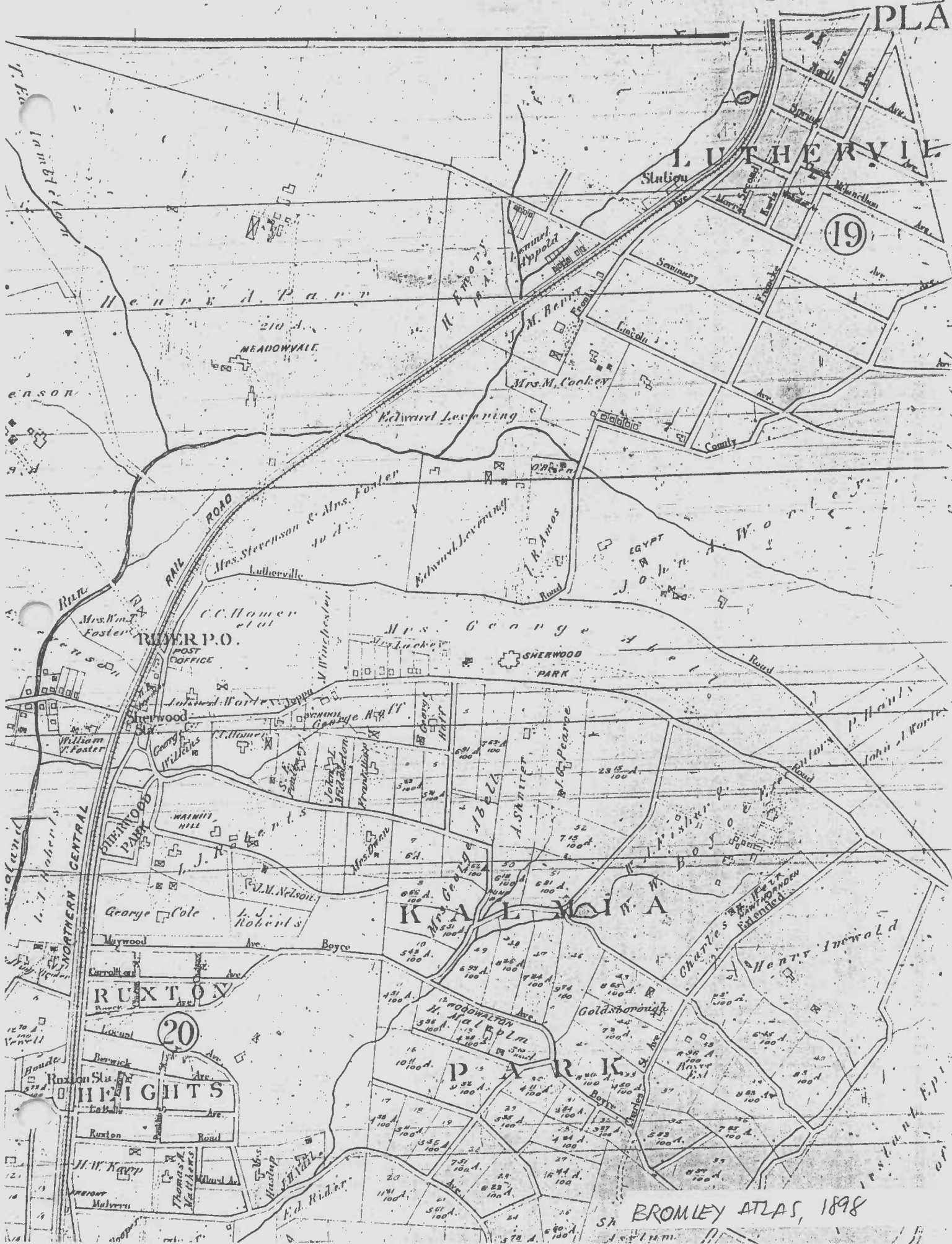
IV. Resource Type:

Category: Building

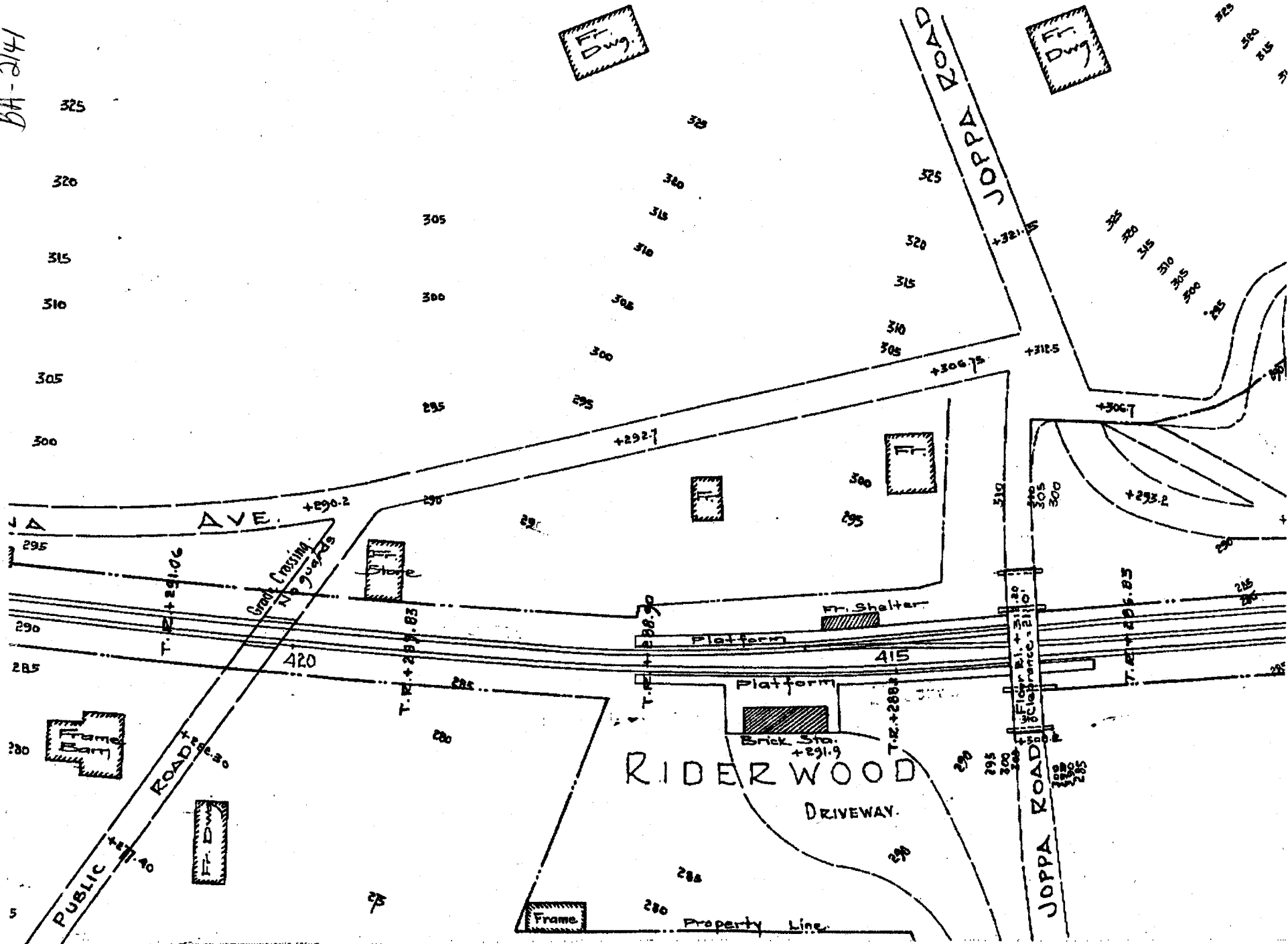
Historic Environment: Village

Historic Function(s) and Use(s): TRANSPORTATION: rail-related; train station

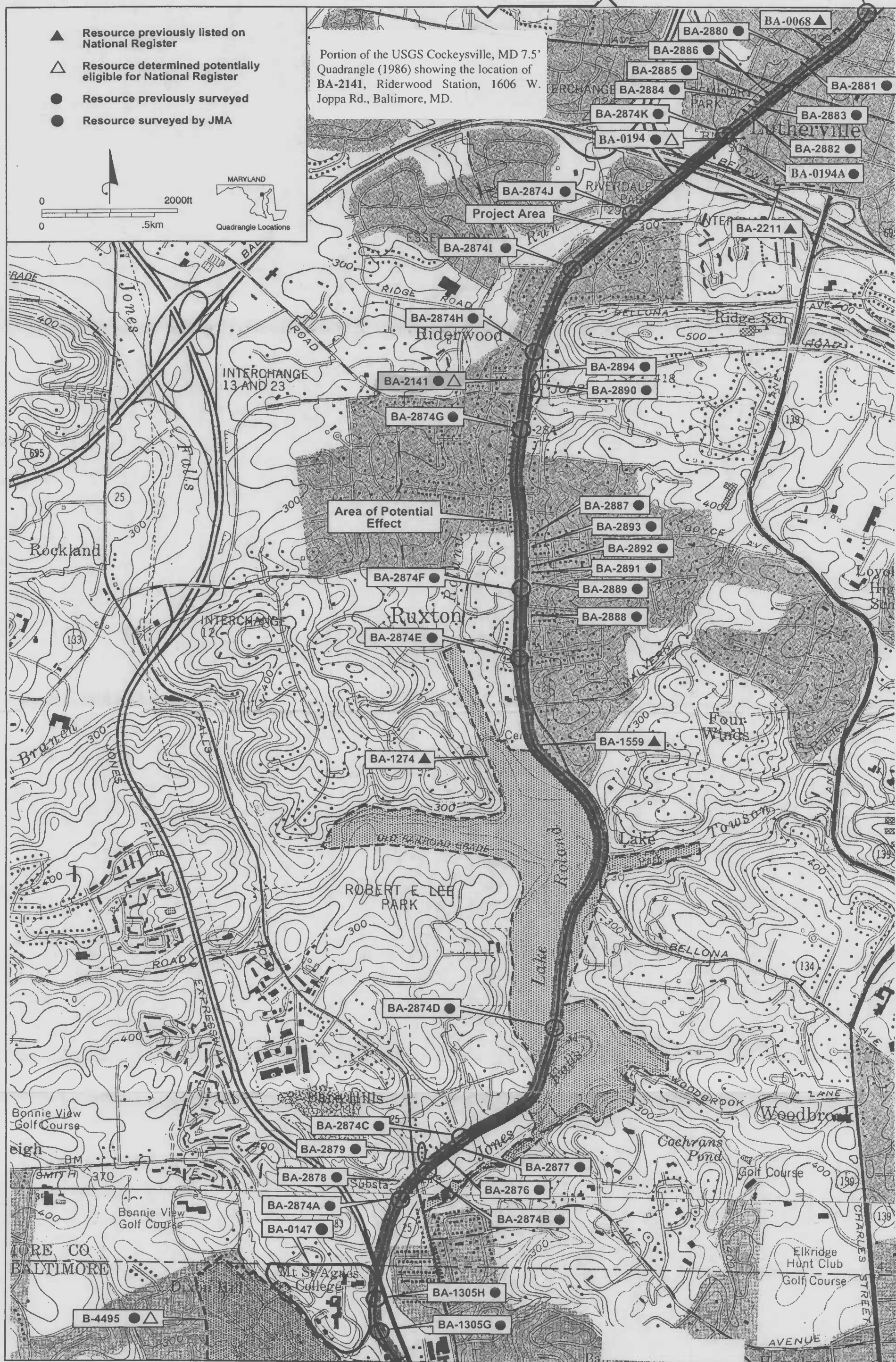
Known Design Source: Frank Furness, architect for the Pennsylvania Railroad

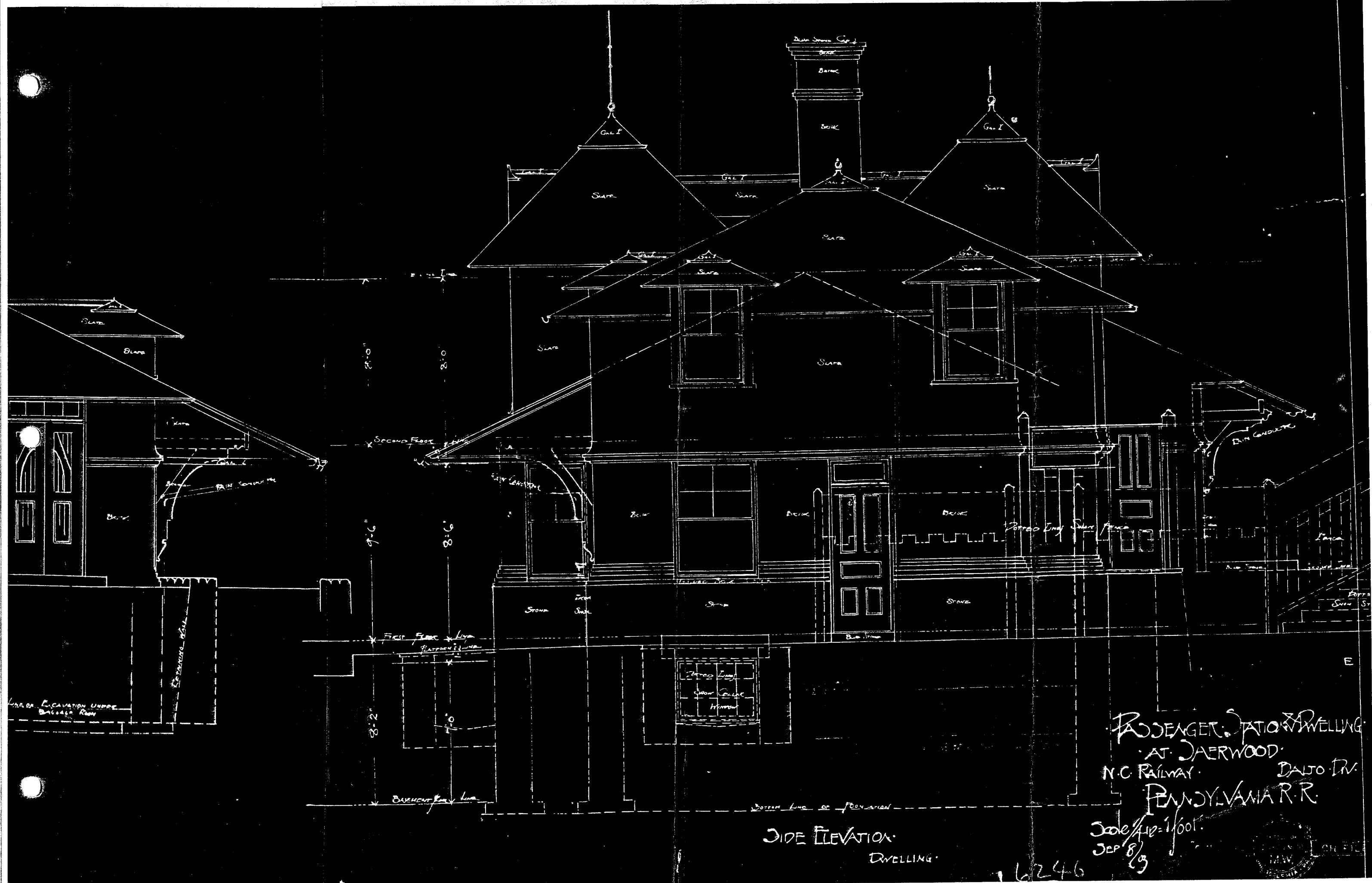


BA-2141



Pennsylvania Railroad 1916

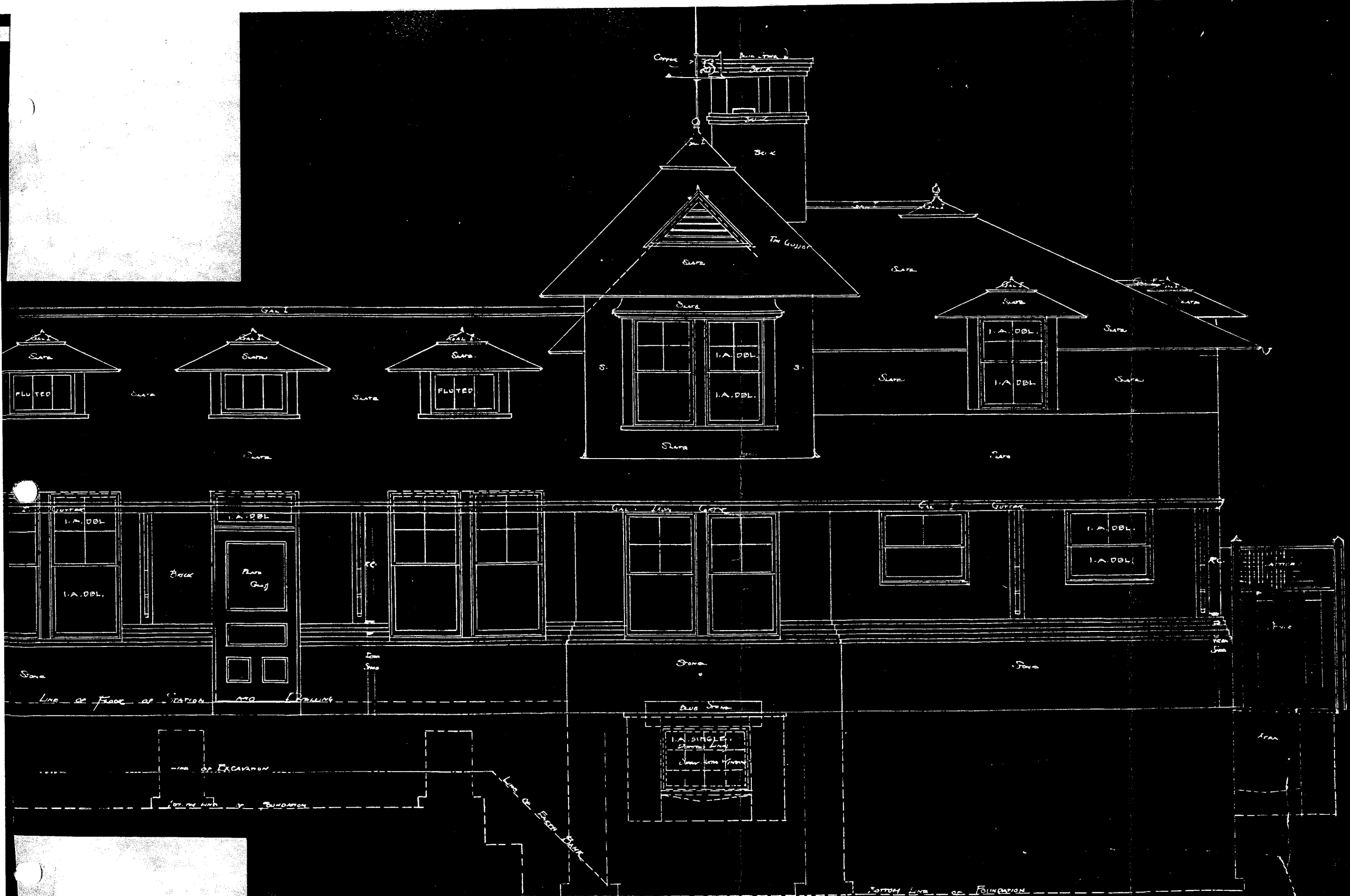












TRACK ELEVATION



BA-2141

Ridewood Station

Baltimore Co, MD

K. CURRANE

8/1999

MDSTEP

view of W (facade) and S elevations. View to NE.



BA-2141

RIDERWOOD STATION

BALTIMORE CO., MD

K. CULHANE

8/1999

MD SHPO

FACADE (W) ELEVATION, DWELLING (N) HALF OF STRUCTURE.
VIEW TO E/NE

2/11



BA-2141

Riderwood Station
Baltimore Co., MD

K. CHANE

8/1999

MDSHPD

Dwelling side, west elevation. view to east.



BA-2141

Riderwood Station
Baltimore County, MD

K CULWANE

8/1999

MD SHPO

N. ELEVATION AND YARD WITH LOW RETAINING WALL
AND STEPS. VIEW TO SOUTH.



BA-2141

Ridewood Station

Baltimore Co., MD

K. CULHANE

8/1999

MDHPD

N. ELEVATION, DWELLING HALF VIEW TO SW



BA- 2141

RIDERWOOD STATION

BALTIMORE COUNTY, MD

K. CULHANE

8/1999

MD SHPO

TRACK ELEVATION (EAST ELEVATION)/VIEW TO THE WEST FROM
RAIL TRACKS.



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Riderwood Station
Baltimore County, MD

K-CULHANE

8/1999

MD SITE

3/4 VIEW, DWELLING (N) HALF VIEW TO SE



BA-2141

Riderwood Station
Baltimore Co., MD

K. CURTIS

8/1999

MDSHPO

S. elevation. View to north



BA-2141

Riderwood Station

Baltimore Co, MD.

K. CULANE

8/1999

MD SHPD

BAGGAGE ROOM / OVERHANG VIEW TO N/NW

9/11



BA-2141

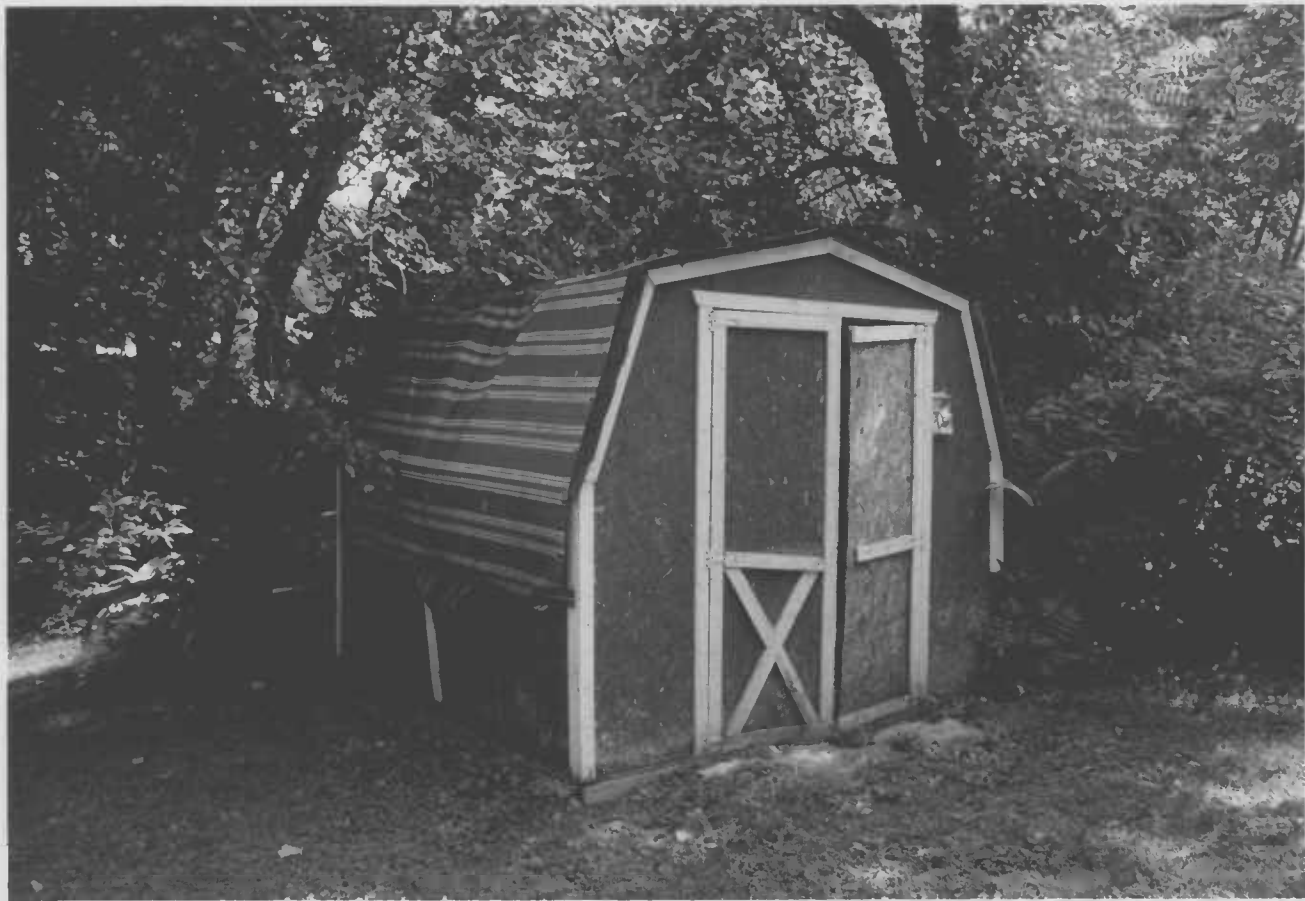
Ridenwood Station

Baltimore Co., MD

K. CULWANE

8/1999

3/4 view of SE corner, including baggage room
and overhang. Looking NW.



BA-2141

Riderwood Station

Baltimore County, MD

K. CURTANE

8/1999

NDSHP0

gambrel roof storage shed (mid-late 20C) VIEW TO

N / NE